

**STATE OF NEW HAMPSHIRE**  
**INTRA-DEPARTMENT COMMUNICATION**

**DATE:** October 27, 2023

**FROM:** [Name]  
[Position Title] **AT (OFFICE):** Department of Transportation  
Bureau of Highway Design

**THRU:** [Project Manager's Name]  
Project Manager

**THRU:** Kirk Mudgett, P.E.  
Chief of Specialty Section

**SUBJECT:** Design Exception for Non-MASH Hardware on the NHS –  
[Project Name & Number] – [Project Description]

**TO:** David M. Rodrigue, P.E.  
Assistant Commissioner

**THRU:**

_____	_____	_____
James A. Marshall, P.E.	Tobey L. Reynolds, P.E.	William J. Oldenburg, P.E.
Administrator	Assistant Director of	Director of
Highway Design	Project Development	Project Development

**MEMORANDUM**

In cooperation with the *NHDOT Process for Determination of Roadside Safety Hardware Crashworthiness* (with FHWA), and AASHTO, MASH compliance shall be met on NHS roadways. When compliance cannot be met due to unavailable resources, or other reasons, a design exception shall be obtained, through use of this memo.

**Example Wording:**

I hereby request that a design exception be approved to allow the use of a Controlled Release Terminal (CRT) on [Roadways, # of locations, Towns where units are proposed].

The CRT is a terminal, or treatment, of which we do not have a cost effective MASH approved option or design. The CRT is most often used when the hazard is interrupted abruptly by a driveway or side road, leaving no room for the length of need required for an energy absorbing guardrail terminal (EAGRT). The intention of the terminal is to close off the access to the hazard. It is comprised of breakaway posts which require a clear area behind the rail to retain the vehicle and a special anchor in many situations. It is limited to NHCRP 230 testing, low speed (40 mph and below), and low volume roadways. However, in some circumstances, it may be used at higher speeds (up to 55 mph).

Each of the [Number of Locations] locations have plans attached with the field observed hazard location sketched to indicate the inability of meeting length of need by extension of guardrail.

Elimination of the hazard is not considered feasible at each of these locations due to [Reason. ie: scope, filling in of wetlands, cost, other]. In addition, eliminating the break in the rail by moving the driveway is not considered feasible due to (right-of-way impacts beyond the scope of this project, cost, property frontage limitations, other)

DESIGN APPROVED:   
NOT APPROVED:

\_\_\_\_\_  
David M. Rodrigue, P.E.  
Assistant Commissioner

[INITIALS of author/initials of checker]

Attachments - General Plans of Locations, CRT Detail, CRT Specification, photo of each location

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